



IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract		Day			Date	
C-7852		Wednesday			August 25, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

8:00 am - 12:00 pm

I met Norm Norrish at the Hyak office and we drove to the site to conduct a walk through. Norm indicated that a possible fault zone was observed in a boring during the investigation/design phase of the project, in the vicinity of station 1322+00 to 1323+50. Norm indicated that he would like to drill many of the Type L pattern dowels that Brad and I located yesterday to 40 feet instead of the recommended 25 feet in an attempt to locate the limits of the possible fault zone. The contractor drilled the first three pattern dowels (~station LW 1323+00) to 40 feet and then continued to drill every other pattern dowel to 40 feet. Brad indicated that he would send the drill logs to Norm and Tom Badger once they are finished drilling the pattern dowels.

Norm and I discussed the poor quality rock and the channel fill exposed in this lift and he indicated that he may want to place shotcrete on the exposed face. Norm stated that he would discuss this with Steve Lowell and Tom Badger and they would make a decision collectively if any further work will be done at this location.

Norm and I walked the rest of the project and ended up at Jenkin's Knob (~station LW 1338+00). He agreed with the second row of Type H rock bolts and the Type L spot dowels that Brad and I located yesterday, but indicated that he would bring up the option to change from Type H rock bolts to Type H rock dowels during the meeting with Kuney, scheduled at 2:00 pm.


12:30 pm - 2:00 pm

Tom Badger arrived on-site and we also walked the project and I got him up to speed with the progress of the construction. During this walk-through, Brad Schut located two- 25' Type L pattern dowels around station 1336+00. He also located 3 additional 25' Type L pattern dowels that continued from the dowels we located the previous day at approximate station LW 1323+00 to 1323+40.

2:00 pm - 4:00 pm

A meeting with Kuney was conducted at the Hyak office that focused on the monitoring system and instrumentation. Norm also brought up the option of changing the Type H rock bolts to Type H rock dowels. Kuney and WSDOT agreed on a price and also agreed to use Type H rock dowels in place of the rock bolts that were recommended in a memorandum written by Norm Norrish on 8/3/2010.

I left the Hyak office at 4:00 pm.

  
Signed